

REAL BUSINESS

Begins at the G. A. R. National Encampment at Washington.

GEN. PALMER'S ANNUAL ADDRESS

On the General Condition of the Order Opens the Session.

DETAILS OF THE LOUISIANA CASE.

In Which the Color Question was Decided--How He Settled It--Other Matters of Great Importance Discussed--The Adjutant General's Report Shows that the Membership Has Reached High Water Mark. Nearly a Half Million in the Ranks. Those who Sneer at the G. A. R. Rebuked.

WASHINGTON, D. C., Sept. 21.--The beautiful ceremonies on Monday, the more impressive march of the Grand Army veterans yesterday, the numerous reunions, and the fire works, and illuminations were after all only preliminary to the real business which called the Grand Army men to Washington, and that was the twenty-sixth annual encampment of the G. A. R. which was called together this morning. The encampment is a representative body composed of 1,147 delegates, one chosen from each of the various departments, others allotted on the basis of membership of the departments, and other members of the encampment by virtue of the present or past office in the organization. The encampment met in Albaugh's Opera House and Commander-in-Chief Palmer was escorted to the place of meeting, through a drizzling rain, by the Union Veteran Corps and the "Old Guard" of Washington. At that time, the streets were filled with a bedraggled crowd that in vain sought shelter under awnings and in doorways. At 10:30 o'clock Adjutant General Phistoler called the encampment to order, there being about 500 delegates present when the gavel fell. After the address of welcome by Hon. J. W. Douglas, and the commander's response, the encampment proceeded to business.

COMMANDER PALMER'S ADDRESS. In the course of his annual address Commander-in-Chief Palmer said:

COMRADES:--The national encampment of the Grand Army of the Republic brings together representative soldiers from all over the loyal land. There is scarcely a battlefield of that great civil contest but has its representatives here to-day. Within its ranks are men of all political parties and religious creeds. The differences in rank which the army reflected are lost in the equalities of a free and common citizenship. The dominating thought is patriotism. Its principles appeal to patriots of every name and party.

These annual gatherings of men who rendered loyal, devoted and patriotic service to their country in the hour of peril, if they serve no other purpose, will impress upon the minds of the rising generation a profounder and deeper sense of the perils through which we passed to preserve the unity of the nation. It gives renewed strength to patriotism, tends to elevate our national character and makes us stronger each succeeding year. We cherish no feelings of animosity or revenge against the men of the south. I know I speak the sentiments of every true soldier when I say whatever pride we have in the past, whatever pride we brought back from the battlefields we joyfully laid it aside upon one altar and gladly merged the title of soldier into a greater one--that of American citizen.

It is peculiarly appropriate that the survivors of the Union armies should gather again in the capital of the nation, which through four long years of bloody strife they defended at the peril of their lives.

DISRESPECT TO THE VETERANS. A new generation stands where we stood. Thirty-five millions of people have been added to the country since the close of that great civil conflict in 1865. While the American people hold the veterans in a love that no other group of men in the land receive, there is a disposition the part of a few to sneer at the soldier and call him a mendicant. They appear to forget the sufferings that made us what we are.

In justice to the men against whom we contended for four long years, I desire to say that notwithstanding the intemperate attacks made upon me by some of the southern journals, on account of my order in reference to the flag of our country, during my visit to the department encampment in Augusta, Ga., I met many ex-Confederate soldiers from whom I received a cordial greeting and I believe those who were bravest in the field have a greater love of justice and right than those who remained in the rear in the hour of danger, and I was glad to take by the hand any brave Confederate soldier who accepted the generous terms of the surrender at Appomattox, and to-day respects the flag of the nation as the emblem of a reunited people and a reunited country.

THE LOUISIANA AFFAIR.

After referring at some length to the difficulties encountered in the course of his term of office, he reviewed the Louisiana and Mississippi affair, among other things saying: The color question had tested the patience, skill and endurance of my predecessors in their efforts to bring about an amicable adjustment of the differences existing in this department between the white and colored posts, but every effort failed. When the officers of this department absolutely refused to obey the rules of the department, I had no discretion to deal with either their motives or reasons assumed in their refusal. The duties of the commander-in-chief are clearly defined. Posts from nine to seventeen reported to national headquarters that at the annual meeting of the department of Louisiana and Mississippi, held the month of February, they were refused admission or representation, although their dues were tendered and declined. They then forwarded their reports and dues to national headquarters.

ters. The attention of the department commander was called to the rules of the order, and he was directed to recognize the posts. He declined to do so, and an order was issued from the headquarters of the department of Louisiana and Mississippi by the department commander stating that the commander-in-chief had ordered posts from nine to seventeen recognized.

Two alternatives now confronted me. Were the representatives of eight posts in Louisiana and Mississippi to rule or should the voice of the majority of nearly half a million comrades govern the affairs of this great order? The one meant disruption; the other that the dignity and laws of the orders should be maintained. Obstinacy which at first were an aspect of legitimate effort proposed no longer to yield to the laws of the order, but developed into open defiance and revenge. If the officers of this department were unwilling to abide by the rules of the national encampment it was their privilege to resign and permit others to be chosen who would, but they had no right to attempt to thwart the action of the national encampment by an effort to bring about a dissolution of the department by an illegal act. April 25th, in special orders No. 5, I suspended the department commander and placed in command Senior Vice Commander Durkee, with instructions to recognize the posts from 9 to 17, and report to these headquarters not later than May 15. Under date of May 11, he acknowledged receipt of the order and said: "No application has been made since the meeting in February from posts 9 to 17. Should they make application I will report my action."

Comrade Durkee having failed to comply with the order from national headquarters by special order No. 8, May 8, I suspended him and placed Comrade Miller, the junior vice, in command. The assistant adjutant general, Comrade Keating, replied by telegraph that Comrade Miller considered himself no longer a member of the order, as the department in special encampment had voted to surrender the department charter. No issue can be anticipated from discord in an organization. Where they are at issue amongst themselves opportunities are caught for mutual injury, and the sooner vital issues are settled the better it is for the organization.

The charter of this Department was received at National Headquarters, May 23, 1892, and across the face was written in letters of red ink, "Surrendered May 19, 1892."

In special orders No. 9, June 2, 1892, I declared that the action taken at the special meeting of the department of Louisiana and Mississippi, being in direct violation of the rules and regulations, all acts contemplated by special meeting were null and void. I then appointed Post Department Commander A. S. Badger, commander pro tempore, and returned to him the charter and ordered him to recognize posts from 9 to 17 inclusive, and proceed in accordance with the rules and regulations of the G. A. R., and report at once to these headquarters in obedience to these instructions. Comrade Badger assumed command of the department of Louisiana and Mississippi, June 3rd, 1892, appointing Comrade Keating his assistant adjutant general. "In dealing with this subject I was not actuated by an unkind thought towards a single comrade in this department. They had encountered no real resistance up to the time of the twenty-fifth national encampment. It was known that there were disintegrating forces at work, which the national encampment concluded was time to arrest, and in the discharges of a duty incumbent upon me under my oath of office, I did it without either fear or prejudice."

OTHER MATTERS.

With a few words of praise for the loyal women and the Sons of Veterans, he referred to the passage of the disability pension bill as a most magnificent act providing for all honorably discharged soldiers suffering from mental or physical disabilities. The work on the marble statue of General Grant for the national capitol was progressing, as also was the work on General Grant's tomb.

He recommended that the encampment take action preventing posts from sending direct to Congress, or other legislative bodies, petitions in the interest or at the solicitation of individuals. It frequently impedes the progress of legislation for the veterans, destroys the influence of the order, places us in a false light before the people of the country.

In conclusion he said:--"If I have succeeded in meeting your expectations, and merited the confidence reposed in me, I shall feel amply rewarded for the year of time and energy I have devoted to your interest; and as I return to the ranks to mingle with you, my comrades, in the work that is still before us, it will be my ambition at all times to do my full share for the future progress and prosperity of our grand order."

ADJUTANT GENERAL PHISTOLER'S REPORT.

The report of the adjutant general, Fred Phistoler, begins with the statement that when Commander-in-Chief Palmer assumed the office there were practically no funds on hand to carry on the business of the adjutant general's office, except \$16,000 in United States bonds which was not deemed wise to sell, and no income was expected until after December 31 last. Consequently the most rigid economy was necessary. The total expenditures of his office during the fiscal year aggregate \$11,800. As the per capita tax of two cents per member produces an income of but \$8,000 the adjutant general says that the tax is plainly insufficient and should be at least three cents per member per annum. He also calls the present inspector system unsatisfactory and cumbersome and thinks that the installing officer of a post could also act as its inspector. A revision of the present rules and regulations is also recommended. The number of persons entitled to seats at the present encampment is stated at 1,148, of which 453 are representatives at large, and apportioned according to membership December 31 last.

The adjutant general devotes a page of his report to a history of the events attending the refusal of the officers of the Department of Louisiana and Mississippi to recognize as entitled to membership nine colored posts duly organized and chartered and recognized as valid by Comrades Alger and Veazey, preceding commanders-in-chief. The adjutant general tells how the department officers were suspended for insubordination and how finally a reorganization

tion was effected with the loss of five posts. He says the officers have not yet been brought to trial.

During the last calendar year, as shown by the report, there was a gain of 229 in the number of posts, making the total number 7,568. The total number of members on December 31st last was 408,371, an apparent loss of 1,708. This loss is said to be apparent because in one department it was found that nearly 3,000 had been added without authority and the returns previously made were incorrect, so that there was actually a gain of about 1,200 in the total strength of the organization. During the year the deaths numbered 8,404; honorably discharged 1,829; transfers, 9,400; suspensions 34,307; dishonorable discharges 467, and delinquents 13,582.

The adjutant general comments shortly on these losses and says: "Practically it may be said the membership of the G. A. R. is now at its highest point. It no doubt will remain about the above number for a few years to come, when necessarily it must decrease and the decrease will be rapid." The report closes with a statement compiled from departmental returns from July 1, 1891, to December 31, 1891. \$96,011 was expended by the various posts for the relief of unfortunate comrades, soldiers, widows and orphans, and the total expenditure on that score from July 1, 1871, to June 30, 1891, was \$2,221,704. The adjutant general believes that these figures are not correct and says there is no doubt that the actual amount was larger.

AFTERNOON SESSION.

The most important, and in fact the only interesting feature of the afternoon session, was the selection of Indianapolis as the place where the next annual encampment will be held. The special committee appointed to pass upon the report of the surgeon general brought in a report congratulating the G. A. R. upon the increased efficiency of that bureau. The report was adopted, as was the report of the committee on petitions, which was included in that of the adjutant general, and contained no new feature of interest, simply reciting its recommendation to the invalid pension committee of the house of representatives that the deficient law of June 27, 1890, permitting the decision that death on the battlefield is not equivalent to an honorable discharge, be remedied, and the submission to the commissioner of pensions of requests that a pension agency be established in Oregon and that the clerical force of the pension bureau be increased.

The question of where the next encampment should be held was soon settled. Lincoln, Neb., announced that he would not make a contest and after Governor Chase, of Indiana, had made an address extolling the advantages of Indianapolis, that place was selected by acclamation. The exact date of the encampment will be fixed later on by the council of administration. The encampment then adjourned till 9 o'clock to-morrow morning.

SECOND ARMY CORPS.

Major General Nelson A. Miles presided over the meeting of the second army corps. Many members of the Irish brigade were present and no reunion has listened to more good stories than that of the second army corps to-day.

All the outgoing trains to-day were packed to their utmost capacity. Special trains on the Baltimore & Ohio railroad and on the Pennsylvania carried crowds of visitors to Gettysburg, Richmond, Fredericksburg, Harper's Ferry and other places where fighting occurred.

SMOLSE KILLS HIMSELF.

The Murderer of Miss Susie Ferrall at Shepherdstown Commits Suicide.

WINCHESTER, VA., Sept. 21.--Harry Smolse, who was sentenced to be hanged October 7 for the murder of Miss Susie Ferrall, of Shepherdstown, W. Va., in January, committed suicide at Charlestown this morning from a dose of morphine. It is not known how he obtained the poison.

Bad Company Ruined Him.

CASS CITY, MICH., Sept. 21.--After a week's wild debauch Harold Beckwith, the only heir to his father's estate of nearly \$1,000,000, this afternoon committed suicide by drowning himself in a bath tub in the Beckwith home. The son was 27 years old, was a student at Harvard and had traveled extensively in Europe.

Two years ago while in Paris he fell in with a clique of fast young Americans and became an inveterate gambler and drinker.

Weaver Goes Angry.

ALBANY, GA., Sept. 21.--General and Mrs. Weaver, Lee Cranford and Mrs. Leas arrived from "Way Cross to-day. General Weaver spoke to a large audience from the portico of the Mayo hotel. The crowd gazed at Weaver on his Polaski record and he became angry and talked of southern intolerance. Mrs. Leas got better attention and made a better speech than Weaver.

CONDENSED TELEGRAMS.

Labor Commissioner Peck, of New York, has been notified by his counsel, Edward J. Meenan, to appear in court to-day at Albany. Mr. Peck is in New York City. It is supposed Mr. Peck is summoned to answer to a sealed indictment for burning public records, returned by the grand jury.

The Brotherhood of Locomotive Firemen completed the election of officers by choosing the following executive committee: Eugene Hall, Stratford, Ontario; Harry Walton, Baltimore; George Brown, Chicago; Fred Koeler, Houston, Texas; T. O'Rourke, Pocatello, Idaho.

The Pan-Protestant Alliance began its fifth annual session at Toronto, Ont., yesterday. The first day's session was formal and no business of importance was transacted.

John S. Johnson broke the half-mile standing start bicycle record over the kite yesterday at Independence, Iowa, placing the mark at 58.5 seconds.

It is reported that President Carnot has pardoned Edward Parker Deacon, who killed his wife's betrayer.

Mr. Adlai Stevenson spoke to nine thousand people at Wilmington, North Carolina, yesterday.

The burned district at Rockaway Beach comprises 160 acres. The loss aggregated \$800,000.

TWO DISASTERS

Occur Simultaneously on Railroads Hundreds of Miles Apart.

FEARFUL LOSS OF LIFE IN EACH.

Twelve Persons Roasted to Death on the Fort Wayne Road.

A TRAIN WRECKED BY ROBBERS

On the Santa Fe Line--Four Killed and Twenty-Five Wounded--The Express Was Carrying a Million Dollars in Currency and the Bandits did not Hesitate to Murder Innocent People to Get a Chance at it. Two Awful Disasters at the Same Hour.

CLEVELAND, O., Sept. 21.--What will undoubtedly prove to be the most disastrous accident that ever occurred in the history of the Pittsburgh, Fort Wayne & Chicago railway took place this morning at 3 o'clock in what is known as Brown's cut, one mile and a half west of the village of Shreve, Ohio. Train No. 8, the fast east bound passenger and express train collided at that point with the first section of freight No. 75, west bound. The passenger train was about one hour late and was running at the rate of sixty miles an hour. It is stated that the engineer and fireman on the freight while standing on the side track at Shreve fell asleep and were awakened by hearing a train rushing by. Thinking that it was No. 8, the engineer pulled out on the main track and had just got under way when the train came.

Thirteen burned and blackened trunks have been taken from the wreck. Several persons were killed outright and some were burned to death.

The accident occurred at 3 o'clock. The Chicago express, known as train No. 8, leaving that city yesterday afternoon and due in Pittsburgh at 7:35 o'clock this morning, ran into the first section of freight train No. 75. The express was approaching at full speed when the freight, which was lying on a siding, suddenly pulled on the main track in front of it. Before either train could avoid the other a sickening crash that wrought death and injury ensued. The engineer of the freight train had confused his orders.

Both engines were ditched and ground into a shapeless mass. They were followed by six of the cars of the express, including the postal car, two express cars, the baggage car, the smoker and one coach, together with five of the freight cars.

A later dispatch says: It will take nearly all day to clear the tracks of No. 8 wreckage. The passengers on No. 8 were transferred to another train and arrived here this afternoon. The cars wrecked were five freight cars, one postal car, two express cars, one baggage car, two coaches. The wrecked cars were totally destroyed by fire. One coach and the sleeping cars on the express train were not wrecked and escaped the flames. It is feared the missing persons perished in the flames.

The force of the collision must have been terrific, as the postal, express and smoking cars were completely telescoped. There were five clerks at work in the postal car, and four were instantly killed and the fifth one was fatally injured. The flames communicated from the fire box of the engine to the postal car, and in a short time the car was a blazing mass. From there the flames swept to the two express cars, and before the passengers succeeded in checking the fiery element the baggage car, the smoker and a coach were reduced to ashes. The flames did not spread to the wrecked freight cars.

All attention at first was paid to the passengers imprisoned in the burning smoker and day coach. Two or three of them were pinioned down by broken timbers and were powerless to move. They made desperate efforts to free themselves as the flames swept toward them, and their cries for help were heart rending. All that could be done was being done by those outside, but the fire swept upon them so quickly that they finally had to stand back while the poor, helpless victims perished down in the car seats perished before their eyes.

The bodies of the dead that were saved from cremation were laid out on the ground a short distance from the wreck and were covered with blankets. The injured were tenderly cared for by the citizens of Shreve, and were given every attention.

The correct list of the killed and injured are:

KILLED. A. D. GLENN, Allegheny, front brakeman on freight train. G. SMITH, fireman express train, Crestline, O. N. HAMMOND, fireman freight train, Allegheny. A. C. GLENN, fireman freight train, Allegheny. J. D. PATTERSON, postal clerk, Beaver Falls. J. P. MANN, postal clerk, Columbiana, O. H. S. ALLEN, postal clerk, Columbiana, O. D. E. REESE, postal clerk, Massillon, O. SAMUEL JACKSON, express messenger, Chicago.

MISSING. Two ladies, missing, supposed to be from Epsville, Pa. Lady and child, supposed to be from Alliance, O.

INJURED.

FRANK BURE, engineer of express, lived at Crestline. JAMES ADE, passenger, Upper Sandusky, Ohio. G. STOCKMER, passenger, Pittsburgh. D. D. RHODES, passenger, Mahonington, Pa. W. H. BROWN, passenger, Huntingdon, Ind. LAUKER, passenger, Massillon, Ohio. M. ARMSTRONG, passenger, Noblesville, Ind. J. ERNISH, passenger, Millville, Ohio. Jacob Weltman, of Shreve, who was a

passenger on the train, said that he was half asleep when he was aroused by the shock of the collision. He said there was a terrible rumbling noise and almost instantly the air was filled with cries and screams for help. He was pinned to the floor of the car by wreckage, but with great difficulty he finally freed himself and went with others to the aid of a lady, who, with her child, was held by the heavy timbers. They worked with might and main to rescue the two, but were finally driven back by the flames and compelled to leave the woman and child to their fate. Mr. Weltman said the cries that came from the imprisoned people were such as he can never forget.

The fireman on the freight train must have had a horrible death, as he was caught in the cab and his frightfully burned body dangled in the air in view of hundreds who witnessed the scene, the wreckers being unable to get at it because of the heat. The poor postal clerks imprisoned in the mail cars which were thrown upon the passenger engine, had no chance to escape and they were doubtless all burned to death. All the fatalities occurred in the two locomotives, the postal and smoking car and the day coach. The sleepers did not leave the track and the passengers, beyond a shaking up, escaped injury. The coroner has begun an inquest to ascertain the cause of the collision.

This afternoon \$50,000 in silver brick was taken from beneath the masses of iron and clinders. A temporary track has been built around the wreck and travel partially resumed.

AN AWFUL DISASTER.

A Passenger Train Wrecked by Robbers on the Santa Fe Road--Four Killed and Twenty-Five Injured.

KANSAS CITY, Sept. 21.--A special to the Star from Topeka, Kansas, says: Passenger train No. 8, on the Atchison, Topeka & Santa Fe railroad, was wrecked by robbers three miles west of Oage City at 3 o'clock this morning. The train, consisting of a baggage, express and mail car, two day coaches, two chair cars and three sleepers, was thrown over an embankment three feet high and the first three cars telescoped. Four persons were killed outright and twenty-five seriously injured. Those killed are: FRANK BAXTER, express messenger; Kansas City.

BLOOMENTHAL, express guardsman; Mexico, Mo.

JAMES CHADDICKS, fireman; Topeka. ED MAYER, engineer; Topeka. The wounded are:

Mary Lyman, Bloomington, Ill., badly injured and bruised about head and face.

William Dort and child, Chillicothe, Mo., badly bruised and scratched.

Mrs. M. Jones and two children, Wichita, slightly bruised.

Thomas Nelson, Topeka, bruised about head and face.

M. A. Roberts, Emporia, back injured.

Mrs. W. N. Miller, Macon, Mo., injured in spine and side.

J. F. Waddell, Rayonne, Kansas, injured in left hip.

S. G. Kelly, of Kansas City, postal clerk; internal injuries.

C. T. Wordlaw, Elliott, Ills., badly bruised.

W. A. Cary, Burlingame, Kansas, head hurt.

Ollie Young, Poplar Bluff, Mo., head badly cut.

A. C. Roark, Newton, Kansas, head cut.

J. E. Johnson, Minneapolis, Minn., badly bruised.

H. C. McClure, Richmond, Mo., knee fractured and head badly cut.

W. D. Miner, Neasa City, Kan., knee hurt.

H. S. Foster, Lawrence, Kan., postal clerk, badly bruised.

R. B. Donohue, Kansas City, leg mashed and badly bruised.

C. B. Kinne, express messenger, Kansas City, slightly bruised.

J. B. Oberlin, postal clerk, Kansas City, slightly bruised.

The wreck occurred at a small bridge which crosses a ravine. There is a heavy down grade and the train was running fully forty miles an hour. It was impossible for the engineer to see the misplaced rails in time to check the speed of the train and the coaches piled one over the other until the baggage and express cars were completely hidden from view. The three Pullman sleepers remained on the track. Men, women and children were piled over each other caught in the seats and thrown through the windows of the car. Relief first reached the train from Emporia. An examination of the track was made and it was found that the fish plates had been carefully removed, the bolts taken out and spikes drawn from ten ties and the rail bent over to the inside. Robbery was unquestionably the object. The train carried \$1,000,000 in currency en route from the Mexican Central railway to its headquarters in Boston.

A. A. Robinson, general manager of the Atchison, Topeka & Santa Fe road offered a reward of \$10,000 for the arrest of the men implicated in the wrecking of the train.

A LATER REPORT.

A million dollars in currency was the prize for which Kansas train robbers strove to-day and appalling loss of human life was the price they were willing to pay for it. Passenger train No. 8, on the Atchison, Topeka and Santa Fe railroad east bound, was wrecked early this morning, three miles west of Oage City by train robbers who hoped by that means to plunder the express car of a million of dollars which was being transported from the city of Mexico to Boston.

A wrecked train, four killed and thirty-five men, women and children injured are the only results, for the robbers secured not a penny of the treasure, to secure which they imperilled so many lives. The wreck and attempted robbery had been carefully and deliberately planned. To avoid the possibility of leaving a clue behind them the robbers stole the tools with which they did their dreadful work instead of purchasing them. They stole a crow bar, wrench and sledge hammer from the tool house at Barclay, three miles west of the scene of the wreck, and with them removed a fish plate which joined two rails together, which would necessarily derail the train. The robbers had evidently selected with care the spot on which to wreck the train. They selected the top of a grade which the train would be obliged to ascend, thus lessening its speed and at the same time lessening the chances of so badly wrecking the train as to bury beneath the debris the treasure they were seeking.

Their precautions were unavailing and the very thing they sought to evade

thwarted their efforts. When the train passed over the weakened track the entire train was wrecked with the exception of the rear car, and most of the cars were piled one on top of the other above the express car, burying it and its treasure so deep as to require several hours digging to reach it. The engine when it passed over the loosened rail left the track, swayed to and fro for a second of time and then toppled over with a dreadful crash.

The engineer and fireman had no warning of their dreadful fate and no chance for their lives. They must have been killed outright when the engine was wrecked. The express messenger and the express guardsmen were equally unprepared and they were killed in their car. There were some 250 passengers on the train, but not one was killed. The cars were piled one on another and composed a mass of timber and twisted iron in which it seemed impossible for any human being to have escaped death. When the work of rescue was completed, however, all the victims were found to be alive. Several were badly injured and a few may die.

The million dollars belonged to the Mexican Central Railroad Company, and was being forwarded to that company's headquarters at Boston. It was rescued from the wreck and turned over to the Wells Fargo Company here to be forwarded to its destination.

Another Fatal Wreck.

LANCASTER, Pa., Sept. 21.--The second section of the Philadelphia express westward bound, on the Pennsylvania road, ran into the other at Rheams Station, fifteen miles west of here shortly after three o'clock this morning. Both trains were both badly wrecked. One engineer was killed, the other fatally injured and the fireman of both trains were fatally hurt. None of the passengers were injured. One of the engineers disregarded orders and ran past the switch. The tracks are badly blocked.

Unknown Man Killed.

Special Dispatch to the Intelligence.

HARRISVILLE, W. VA., Sept. 21.--An unknown young man, eighteen or twenty years old, was found on the railroad track near Pennsboro this morning. One arm and one leg was cut off. Nothing was found on his person to identify him by. \$1.04 was in his pockets. He is supposed to have fallen off a passenger train.

FEDERATION OF BROTHERHOOD

A Plan Adopted By the Locomotive Firemen at Cincinnati.

CINCINNATI, O., Sept. 21.--The Brotherhood of Locomotive Firemen adjourned their convention this afternoon. The last act before adjournment was the adoption of a plan for the federation of all railway brotherhoods as reported by a special committee.

The plan is for each brotherhood to have three members of the Federation general executive board to consist of the grand master of the respective brotherhood and two members elected by the convention.

Mr. W. F. Hynes was re-elected chairman of the board of trustees this evening. The Brotherhood are elated over his management of the finances and his showing of nearly \$70,000 in the treasury.

M'CORKLE'S SPEECH.

Full Text of the Slogger Candidate's Masterly Efforts.

"Nigger, Nigger, Nigger, Nigger! He Nigger, the Nigger, Big Nigger, little Nigger, Nigger up, Nigger down, Nigger punch, Nigger clown, Nigger hence, Nigger thence, There's a Nigger on the fence; Up the hill and down the level Let us fork each wooly devil."

DIED OF CHOLERA.

Two Cases Reported from Quarantine to the Health Board.

NEW YORK, Sept. 21.--The health department received this afternoon from Prof. Biggs the result of the bacteriological examinations made in the cases of John Knox, the fireman of the steamship State of Nevada, who died aboard that vessel last Sunday night, and of Louis Hagen, who was found sick on Sunday night last and removed to the reception hospital. The report states that both cases were genuine Asiatic cholera. The health board reported the fact of the death of the State of Nevada's fireman from Asiatic cholera this afternoon.

Cholera Abroad.

BRUSSELS, Sept. 21.--There has been reported in Paturgues in the last forty-eight hours, twenty cases of cholera and seven deaths.

PARIS, Sept. 11.--In Paris and its suburbs there was reported yesterday twenty-nine cases and sixteen deaths.

LONDON, Sept. 21.--The Standard's correspondent at Hamburg says that the epidemic there is decreasing but slowly. The figures for Wednesday are: New cases, 618; deaths, 181; burials, 218; patients in the hospital, 2,791. The field barracks have been closed. The Romanian Lloyd reports that cholera has broken out among the troops recently concentrated in Wallachia.

Odd Fellows Headquarters.

PORTLAND, ORE., Sept. 21.--At a session this morning of Sovereign Grand Lodge of Odd Fellows, the headquarters of the order were changed from Columbus, Ohio, to Baltimore, Md.

A resolution excluding liquor dealers from membership in the order was indefinitely postponed. A resolution defining the minimum age of persons who shall apply for membership to eighteen years was defeated.

A Railroad Rumor.

PITTSBURGH, Pa., Sept. 21.--A story was published in a financial paper here to-day to the effect that the Reading & Wabash railroad have at last completed negotiations whereby they will be enabled to reach Pittsburgh. The details were not given. Railroad men here disclaim all knowledge of the deal.

Andrews Made the Trip.

LISBON, Sept. 21.--Captain Andrews, in his 16-foot dory which sailed from Atlantic City, N. J., on July 20, arrived here to-day. The captain is well.

Weather Forecast for To-day.

For West Virginia and Western Pennsylvania, threatening, with local rains; east to south winds.

TEMPERATURE YESTERDAY.

As furnished by G. C. SCHRYVER, druggist, corner Market and Fourteenth streets.